

July 13. ✓

MORE VESSELS AFTER BARRED BAIT

reported to be seeking herring on Newfoundland coast.
government. Organ claims wholesale violation of law.

If reports are true, sch. Harmony may not be the only American fishing craft which has secured, or tried to secure, bait on the non-treaty coast of Newfoundland for the following message was received recently by the marine and fisheries department at St. John's and indicates that other violations of the bait act have taken place:

"St. Mary's—Boats returning here from the Cape last night report vessels hovering around the Cape; supposed two of them are Americans said to have been baited by residents of Fox Cove."

The St. John's Chronicle again takes up the matter editorially and says in its issue of July 8: "Yesterday's regular fishery news reports two American vessels having baited at St. Bride's and a special despatch to the fisheries department would indicate that two others baited at St. Mary's. This is a serious matter, as we pointed out in Tuesday's issue, and calls for prompt action by the government for the commissioning at once, it seems to us, of a second steamer to assist the Fiona in carrying out the bait act, if, as it now seems certain, the Americans are engaged in wholesale violation of our laws. No time should be lost in dealing with this matter."

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For Georges Handline Trips.
Sch. Arthur D. Story is fitting for a Georges handline trip under command of Capt. James McHenry.
Sch. Senator Saulsbury has gone out on a Georges handline trip in command of Capt. William Sloane.

For Salt Dory Handline Trip.
Capt. Fred LeBlanc will now fit the big sch. J. J. Flaherty for a salt bank dory handline trip. On the first trip this season, Capt. LeBlanc went salt trawl banking in the Flaherty.

Bank Codfish Sale.
The fare of salt trawl bank cod of sch. Mabel D. Hines sold to the Cunningham & Thompson Co. at \$4.12 1-2 for large, \$3.62 1-2 for mediums and \$2.75 for snappers.

Second Trawl Bank Trip.
Sch. Hazel R. Hines, Capt. Fred Morrissey, is now fitting for her second salt trawl bank trip this season.

Baited at St. Pierre.
Sch. Muriel baited at St. Pierre, Miquelon, and went to Grand Bank to complete her shack trip.

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SCH. INDEPENDENCE II. WAS RAMMED BY TRAWLER RIPPLE.

Former Craft Cut Down From Deck to Water's Edge.

Damaged Vessel Towed to This Port by the Steamer.

In tow of the Boston steam trawler Ripple, by which craft she was run into and cut down to the water's edge last evening off Chatham, the mackerel seining sch. Independence II., Capt. John McInnis, was towed to this port this forenoon, leaking and otherwise damaged forward. No one on either craft was hurt in the accident and the Ripple was apparently uninjured.

After the accident, the Ripple waited by the Independence II., until the gaping hole in the bow was temporarily repaired and then took her in tow for this port, leaving her at the mouth of the harbor, where a tug took her, and proceeded herself to Boston to market her fresh fish to which port she was bound when she struck the sailing craft.

Sch. Independence II., shows a big hole in her starboard bow, from the deck clean down to the water's edge, and just forward of the windlass. Her stem is stove and the deck forward is started badly. Fortunately it was moderate when the collision occurred and no sea was running, else the task of getting her to port would have been very difficult.

In speaking of the accident, Capt. John McInnis says it happened after it seemed that the steam trawler was well clear of his craft and had crossed his bow all right. Then she suddenly seemed to turn and coming on, dashed right into the lee bow of the Independence II.

The captain says the accident occurred during a fog spell, about 6.50 o'clock last evening, his craft at the time running before the wind, 35 miles east by south half south from Chatham. The wind at the time was light, from southwest and the Independence II. was heading east by south half south.

Whistle Was First Heard Off Starboard Bow, Later on Port.

It was quite thick and the horn on the Independence II. was sounding its warning notes. The whistle of the Ripple was heard quite a while before the accident. Its sound came

first from the starboard bow and then ahead, and later the sound came from the port bow, thus indicating that she was clear across the bow of sailing vessel. Then through the fog the steamer was made out. She was then on the port bow of the schooner and clear of her and Capt. McInnis and his crew were congratulating themselves that everything was all right, when suddenly she seemed to swerve and came straight for her striking her above, as stated on the port, or lee, bow.

Some of the crew of the Independence II. had the big fog horn forward on the windlass and they kept at it to the last, working it so long that they had not time to finish the last three blow signal they were giving, to indicate that they were running with the wind aft of the beam, when the bow of the Ripple crashed into their craft. Then they dusted aft with all speed. Some of the men say that as the steamer came toward them close they heard cries of "There she is—there's the vessel!"

Cause of Collision May Have Been Mixup of Orders.

Capt. McInnis says he is unable to account for the blow unless there was a mix-up in the giving or executing of orders on the trawler when his craft was sighted. He thinks the wheel was put the wrong way and that this was the cause of the accident. On the Independence II., he did not alter his course and was observing the proper fog horn regulations, and the collision came as a surprise, for the steam craft had crossed his bow and was all clear when her course was altered and she came directly for him.

The steamer hit the schooner a hard blow, so hard that she bounced off after the crash. Capt. McInnis and his crew at once made an examination of the damage. They found the bowsprit guys snapped and the deck badly started beside the big hole which ran down to the water's edge. This they partly patched with canvas, pen-boards and mattresses, and after this was done the Ripple put out her tow-line and brought the crippled craft to port.

As the steam trawler did not come into port here, there was no opportunity of securing Capt. Green's version of the accident.

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WITH CARGO OF CURED FISH.

SCH. REBECCA BARTLETT BRINGS LOAD FOR GORTON-PEW FISHERIES CO.

None of the regular fishing fleet arrived during the night, the only craft to come in being the old sch. Rebecca Bartlett, with a load of cured fish for the Gorton-Pew Fisheries Company, from its plant at Five Islands, Me.

Yesterday afternoon three of the little shore seiners had small catches of small shad and bluebacks mixed, the former going to salt and the latter to the freezer.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Rebecca Bartlett, Five Islands, Me., cargo of cured fish.
Steamer Mindora, shore, 30 bbls. mixed fresh shad and bluebacks.
Steamer Herbert and Emma, shore, 25 bbls. mixed fresh shad and bluebacks.
Steamer Bryda F., shore, 13 bbls. mixed fresh shad and bluebacks.
Sch. Independence II. in tow of steam trawler Ripple, having been disabled in collision with the latter.

Vessels Sailed.

Sch. Flora J. Sears, haddocking.
Sch. Georgianna, haddocking.
Sch. Olive F. Hutchins, haddocking.
Sch. Adeline, haddocking.
Sch. Agnes, halibuting.
Sch. Senator, seining.
Sch. Ralph L. Hall, seining.
Sch. George Parker, seining.
Sch. Marjorie Turner, Portland.

TODAY'S FISH MARKET.

Salt Fish.

Salt Cape Shore mackerel \$13 per bbl.
Salt trawl bank codfish, \$4.12 1-2 per cwt. for large, \$3.62 1-2 for mediums and \$2.75 for snappers.
Handline Georges codfish, large \$4.87½, medium \$4.37½, snappers \$3.
Salt "Drift" codfish, large, \$4.62½, medium \$4.25.
Eastern halibut codfish, large, \$4.12½, medium \$3.62½.
Haddock, \$2.00.
Pollock, \$1.75.
Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.
Hake, \$1.75.
Eastern shack trip cod, \$4.12½ for large and \$3.62½ for medium.
All codfish with napes picked bring 25c over the above prices.
Salted whiting, \$2 per bbl.

Fresh Fish.

Haddock, \$1.15 per cwt.
Large cod, \$2.40 per cwt.; medium, \$1.85 per cwt.
Peak and Western bank fresh codfish, \$2.20 per cwt. for large and \$1.75 for mediums.
Cusk, large, \$1.75; mediums, \$1.25; Hake, \$1.
Dressed pollock, 90 cts., round, 80 cts.
Bank halibut, 7 cts. per lb. for white and 5 cts. for gray.
Fresh "drift" codfish, large, \$2.60 per cwt.; mediums, \$2.05.
Cape North cod, \$2.20 for large and \$1.75 for mediums.
Fresh large mackerel 27 1-2 cts. each; mediums 13 1-2 cts., tinkers 4 cts. each.
Fresh shad, \$3.15 per bbl.
Fresh whiting, 60 cts. per bbl.

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Steam Trawler Was Working on Schooner's Gear.

A report comes from Cape Breton that a steam trawler was observed from the shore, not long since, working among the gear of a schooner that lay close by. Suddenly there was a burst of smoke from the latter and the boom of a swivel sounded over the water. The steam trawler steered for the open sea, going some.

Portland Fish Notes.

Fish receipts at Portland Wednesday were decidedly light, the steamer E. N. Brown, which brought in 19 bbls. of shad, being about the only arrival. The steamer Elthier came in empty, her skipper reported that he was unable to strike shad, herring or any other kind of fish.

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Vessels Baited at Liverpool, N. S.

A special to the Times from its Liverpool, N. S., correspondent states that schs. Monitor, Elmer E. Gray, Elsie, Virginia, Grace Darling and Norma all baited there Wednesday.

The same message states that sch. Avalon is in there leaking, having struck on Seal Island, and proceeded to Lunenburg to go on the ways and will then return to Liverpool for bait.

The traps at Liverpool are getting shy of bait, but Port Medway reports 1000 barrels in traps there.

Made Fine Stock and Share.

Sch. Annie M. Parker, Capt. Hiram Forbes, weighed off 238,500 pounds of salt cod as the result of her recent salt trawl bank trip, the fine stock of \$9349.92 resulting, on which the shareholders profited to the fine amount of \$224.40.

Sailed on Maiden Trip.

The new sch. Adeline, Capt. Frank Brown, sailed today on her maiden trip haddocking. She is a handsome craft and a fine addition to the fleet.

Gone Fresh Halibuting.

Sch. Agnes has fitted for fresh halibuting and sailed under command of Capt. John Martin.

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NO MACKEREL ARRIVALS.

REPORTED HERE OR AT BOSTON OR PROVINCETOWN THIS MORNING.

No mackerel arrivals are reported today either here or at Boston and this morning there were no more at Provincetown. Yesterday the crafts operating off Chatham had considerable fog which must have hampered them in their operations.

Yesterday four of the fleet were in at Provincetown with from 1000 to 4000 fresh mackerel each, the fares being mostly tinkers. The crafts were schs. Constellation, Little Fanny, Aloha and Squanto.

Fishing Fleet Movements.

Sch. Manhasset was at Canso, N. S., on Tuesday.
Schs. Electro and Elsie sailed from Canso, N. S., on Tuesday.

Lost Foretopmast.

Sch. Josephine DeCosta, which arrived at Boston yesterday, reports loss of foretopmast.

BLUEBACKS AND SWORDFISH.

PRINCIPAL RECEIPTS IN FISH LINE AT BOSTON THIS MORNING.

Bluebacks and swordfish are the principal receipts at T wharf this morning, there being 313 barrels of the former in four trips and 170 of the latter in three fares. The bluebacks went to the freezer. The swords sold at the same figure as yesterday, six cents per pound.

One little shore sloop and one of the Provincetown market boats supplied all the ground fish there was in, only about 27,000 pounds in all. Haddock went up to \$2.50 and cod sold right through at \$5, pollock at \$3 and hake \$1 and \$2.

Boston Arrivals.

The prices and fares in detail are: Sch. Rose Dorothea, 12,000 haddock, 5000 cod, 1500 hake, 5000 pollock.

Sch. Hockomock, 87 swordfish.

Sch. Charles A. Dyer, 75 bbls. bluebacks.

Steamer Hurricane, 75 bbls. bluebacks, 2 bbls. butterfish.

Steamer Bessie A., 63 bbls. bluebacks.

Steamer Bethulia, 100 bbls. bluebacks.

Sloop Minerva, 26 swordfish.

Sch. Mabelle E. Leavitt, 57 swordfish.

Sloop Maxwell, 1000 haddock, 2000 cod, 1 swordfish.

Haddock, \$2.50 per cwt.; cod, \$5; pollock, \$3; hake, \$1 to \$2; swordfish, 6 cts. per lb.

SWORDFISH HAD MARKED IRON.

So Was Returned to Schooner Which Made First Capture.

The sloop Lillian, which arrived at T wharf yesterday, recently, caught a swordfish in which was a lily iron and attached to the same a buoy marked "Eliza Benner. When the sloop spoke the schooner the fish was returned to the Benner, an act which cost the men aboard the sloop a trim little sum, but which satisfied all ideas of seamen's courtesy.

Claims Fishery Bonus.

At a recent meeting of the town council of Louisburg, C. E., a letter was read from W. W. Lewis, manager of the Eastern Fisheries Co., stating that he had fitted out the fishing vessels, and that according to a resolution passed at a meeting of rate-payers some time ago, was entitled to a bonus from the town and then he would claim that bonus at the termination of the fishing voyage. The letter was placed on file and the clerk was instructed to secure all the information possible regarding the matter and present it at the next meeting.

Cold Storage Shipment of Finnan Haddies Not Successful.

According to the Clark's Harbor, N. S., Coast-Guard, the attempt of the Maritime Fish Corporation of Montreal, to put finnan haddies into Winnipeg from the Atlantic provinces during the summer months, was not altogether successful. The first chilled carloads came poor. Succeeding shipments kept well while in transit, but gave up soon as unloaded. Fish experts around here have no faith in such application of cold storage.

MITES FROM MAINE.

The largest lobster taken off the Maine coast for a number of years was caught recently by the Portland fishing steamer Carrie and Mildred. The crustacean weighed a strong seven pounds and was nearly three feet in length. The legs were nearly as large as the claws of an ordinary lobster, while the claws were huge affairs.

JAPANESE FISHERY EXPERTS.

Coming Here to Make Inspection of Local Plants.

The Japanese fish commissioner, Hon. H. Dauke, and his attache, Prof. T. Kitahara, are expected here tomorrow for a short stay, during which time they will make a brief inspection of the fisheries of this port and visit some of the fish cutting and curing plants.

These gentlemen have been at Washington for the past two months representing Japan at the International Seal conference which has placed a ban on pelagic sealing and reached an agreement agreeably to all countries interested.

Today they are at Woods Hole looking over the fish hatchery there, where they will meet Deputy Commissioner Hugh M. Smith of the Bureau of Fisheries, who is well known here, and who, it is expected, will accompany them on their trip to this city.

DOGFISH BOTHERS BATHERS.

The dogfish force many silver hake up on the Plum Island shore with each tide. Several of the pirates were captured Wednesday night, dragged upon the shore and allowed to die there. Many bathers are kept from taking their daily dips because of the presence of these savage fish.

NO GROUND FISH AT T WHARF.

SWORDFISH MACKEREL AND BLUEBACKS THE ONLY RECEIPTS.

T wharf has no arrivals this morning with ground fish, the steam trawler Ripple which came in yesterday after the morning report, getting out her 46,000 pounds fare on yesterday's market.

This morning sch. Eliza Benner has a fine fare of swordfish, 121 in number, the price dropping to 5 1-2 cents per pound, the lowest quotation of the season thus far.

The steamer Jeffery landed 40 barrels of bluebacks and sch. Reliance, as the result of a haul off Race Point, landed 1200 large fresh mackerel and 2100 tinkers. The large fish sold at 27 cents each, while the mediums brought 18 cents and the tinkers 5 cents. Sch. Charles A. Dyer, also from over off Cape Cod, had 6000 fresh tinkers.

For the week ending July 13, 45 fares of groundfish aggregating 1,385,900 pounds were landed at T wharf, against 68 arrivals with 1,929,200 pounds for the corresponding week last year.

Boston Arrivals.

The fares and prices in detail are: Sch. Eliza A. Benner, 121 swordfish.

Sch. Jeffery, 40 bbls. fresh bluebacks.

Sch. Reliance, 1300 large and medium fresh mackerel, 2100 tinker mackerel.

Sch. Charles A. Dyer, 6000 tinker mackerel.

Steamer Ripple, 44,000 haddock, 1500 cod, 500 hake.

Swordfish 5 1-2 cts. per lb.; fresh large mackerel, 27 cts. each; mediums, 18 cts.; tinkers, 5 cts.

Returned to Yarmouth, N. S.

Capt. Lovitt Hines, who has been here for several days on a business trip, returned to Yarmouth, N. S., today. Capt. Hines is a welcome visitor and his dissertations on Nova Scotia political and fishery affairs are listened to with interest.

Portland Fish Notes.

The sloop Astorian brought in a trip of 2500 pounds of fish at Portland Thursday. There were also several small boat loads of fish landed here but aside from that there was nothing doing in the way of fish receipts.

Bait at Nova Scotia.

A special to the Times this noon from its Liverpool, N. S., correspondent says that bait is now shy there and all the traps have been cleaned out, but that squid are reported plentiful on Roseway Bank.

FOG POSSIBLY BOTHERS SEINERS

But Probability That Fish Are Not Showing Up Well.

Fleet Will Likely Now Make Search Along Eastern Coast.

Evidently the fog is still bothering the seiners down off Chatham or else the fish are not showing well. The latter is thought more likely the case as it is known that some of the fleet left there Thursday to have another look on Georges.

Sch. Little Fanny had 700 mixed mackerel at this port this morning, caught off here mixed in with 30 barrels of bluebacks, and at Boston are schs. Reliance and Charles A. Dyer, the former with 1200 large mackerel and 2100 tinkers and the latter with 6000 tinkers, taken according to Boston report, off Race Point yesterday.

With the fish not showing any too well down off Chatham as now seems to be the case, it is probable that many of the fleet will go prospecting. This means that not only Georges, but the Bay of Fundy, from the Lurcher across to Mount Desert and all along the Maine and Massachusetts coast,

will be given a good look by some of the vessels of the fleet.

Boats arriving at Port Clyde, Me., report sighting schools of mackerel a little ways off that port.

The catch of salt mackerel to date is about 5500 barrels, against 2583 barrels at this time last year, 12,903 barrels in 1909, 15,813 barrels in 1908, 13,812 barrels in 1907 and 4964 barrels in 1906, to date.

Imports of new salt mackerel at Boston to date, are 599 barrels, against 4,856 barrels in 1910, 2350 barrels in 1909, 7390 barrels in 1908, 712 barrels in 1907 and 6,139 barrels in 1906, all to date.

Receipts of fresh mackerel to date are 29,313 barrels, against 18,198 barrels in 1910, 38,609 barrels in 1909, 38,154 barrels in 1908, 40,411 barrels in 1907 and 23,733 barrels in 1906, all to date.

Imports of fresh mackerel at Boston to date are 3649 barrels against 1628 barrels in 1910, 5987 barrels in 1909, 5115 barrels in 1908, 4921 barrels in 1907 and 5864 barrels in 1906 all to date.

COLLISION WAS HEARD MILE AWAY

Sch. Clintonia Went to the Help of Sch. Independence II.

Capt. Green of the Trawler Gives Report of Accident.

So loud was the crash when the steam trawler Ripple struck the sch. Independence II. off Chatham on Thursday evening, that it was heard a mile away, on board the sch. Clintonia, and that craft put back and located the Independence II. in the fog.

Capt. McInnis of the Independence II. and Capt. Ralph Webber of the Clintonia had made up their minds, as it was dull doings off Chatham, to go off together and have a look on the southeast part of Georges for mackerel, and had kept off and were on their way there when the accident happened.

They started together and sailing in company the men on the Clintonia as well as those on the Independence II. figured that they could not have been more than a mile apart when the accident happened to the latter craft.

On board the Clintonia they heard the crash distinctly and Capt. Webber quickly put his craft about and working back the short distance in the

fog, hailed Capt. McInnis to find out what happened and if he could be of any assistance.

As the Ripple was laying by to tow the Independence II. to port all right, the Clintonia was swung off again and was soon lost to sight in the fog, headed for Georges.

Capt. Green Says Sound of Foghorn Was Lost.

Capt. Green of the steam trawler Ripple, in reporting the circumstances of the collision with sch. Independence II. said the Ripple was 65 miles southeast from Highland light at 6 Thursday evening. A dense fog prevailed and the Ripple was running slowly on her way around the cape to Boston. Suddenly the sound of a vessel's fog horn was heard. The men on the Ripple listened intently for a repetition of the sound but they failed to hear another signal. The next they knew of the position of the other vessel was when she loomed up in the fog less than 50 feet away.

Capt. Green immediately ordered the engines reversed and the Ripple was backing on the wheel when the impact came.